

The Post Office and Money Order Office will be closed at noon on Thursday and Friday, the 18th and 19th inst. The Night Mail will be kept open.

The Russian cruiser *Rurik* comes out of Dock to-night. Before leaving Hongkong she will take on board over 600 tons of coal from the Naval Yard. The *Centurion* goes into Dock on Friday at 10 a.m. H.M.S. *Zetis* sails for England on Saturday, to be followed later by the *Spartan*.

THE REBELLION IN THE PHILIPPINES.

We have been courteously favoured by Sr. Don Jose de Navarro, Spanish Consul, with the following telegram:

Manila, Feb. 16, 1897.

The General in Chief communicated the following simultaneous attacks. The Squadron feigned to disembark in Naig with marianque guerrilla of volunteer from the Spanish *Canino*; Bacor was also bombarded from batteries of Dolabian; feigning an attack on Novelda. General Lacharrie arrived at St. Domingo, with columns from Binang and Calamba, advancing to Binalang Silang. General Jaramillo took the fort Tranquero at the point of the bayonet near Bupnyun, and found 8 dead bodies; our loss in the attack was 2 dead and 5 wounded. Colonel Barquer after hard fighting took Pamplona on the river Zapote; the place was entrenched and armed with small guns and defended by 2000 rebels, and in the pursuit the troops killed hundreds of insurgents; our loss was 1 officer and 16 soldiers killed 2 officers and 43 wounded. At the last moment General Jaramillo took the fort of Bigay, where he found several small guns and plenty of arms. The rebels left 35 dead, and our loss was 7 killed, 2 officers, and 28 soldiers wounded.

The Tientsin correspondent of the *Mercury* writes on the 23rd Jan.—Yesterday I received letters from your part of the 4th inst. Just fancy, twenty-three days in transit, and for an Imperial Post too! Letters were received by Chinese carriers in sixteen days. Let us hope the new Postal arrangements will be managed better when the steamers commence to run.

To-day Mr. Detring leaves us for Peking to lay certain matters before Li Hingchang, Sir Robert Hart and the Tientsin Yamen, writes the Tientsin correspondent of the *Mercury* on 28th Jan. Mr. Colquhoun has returned from Peking, having prepared the way for Mr. Detring. These gentlemen, with the aid of the great Rothschilds, will be able, it is hoped, to outstrip all other financiers. Time will tell, however.

Mr. George Henschel, the musician, now regards himself as an Englishman, having been naturalized a short time ago. By birth he is a Berliner, and his debut as a pianist was made in the German capital at the age of twelve. At sixteen he made his first appearance as a singer, and a few years later he was publishing his compositions. Mr. Henschel, in addition to his musical talents, is also a capable painter and is very friendly with Alana Tadeum.

I hear from Peking (writes a Tientsin correspondent to the *Mercury*) that the Censors, under the influence of Chang Yenoh and others, have memorialized the Throne against Directors Wu and Chang. They have laid sixteen charges against them. These complaints have been forwarded to the Throne, and he has appointed Commissioner Li to inquire and report upon the matter; meantime Taotais Wu and Chang are suspended, and the Vice Taotai Chang, of the C. M. S. N. Co., Sheng Tachai's son, is to be Taotai. Wu, Chief Director and Commander of the H. & S. Bank, has again sent in his resignation.

We learn (says the *Japan Advertiser*) that the following was placed in the hands of Miss Jacob.

"A charge, by a private prosecutor, was laid in H.B.M.'s Court here on the 16th January, 1897, against Mary Esther Jacob, of having murdered one Walter Halliwell Carey, at this place. The permission of the Court, on various subsequent dates, and on this 5th day of February application was made by the Prosecutor for permission to withdraw the charge. This permission was granted by the Court, and no imputation whatever in connection with this matter rests on Mary Esther Jacob."

JAMES THORP, H.B.M.'s Consul.

British Consulate.

By the above Miss Jacob is provided with a substitute for—to our mind better for her purpose than—the certificate which her Counsel vainly endeavored to obtain in Court. It seems a pity that something of the kind could not have been seen in public. But the Assistant Judge did not see his way to say so. If he could say in private it is somewhat hard to understand why he should not, if necessary, stretch a point and utter in open Court. Most people also expected that Mr. Lowder would have added to his formal withdrawal of the charge some expression of regret, some sign of compunction for the great wrong which his action on behalf of Mrs. Carey inflicted upon this young girl. None could have spoken such words more gracefully. They were not spoken; and instead there was a late stage of the proceedings a half-taunting reminder that Miss Jacob had her remedy by action for malicious prosecution. There are rumors about town of some such step being in contemplation, and there are others of attempts at compromise, and offers of pecuniary compensation. Nothing has been settled up to the present, however.

Wife—How are you pleased with our new maid? Husband—Very much. Wife—Thought so. I've discharged her.

"The Health and Vigor of an individual depend upon the quality and quantity of the Blood. When the blood has been at work, there are shown into the blood, waste products, and these are not eliminated but (through any cause) retained in the blood they injure the action and function and finally produce organic disease. The Humanitarian. In cases of Scrofula, Scarcy, Eczema, Bad Legs, Skin and Blood Diseases, Pimples and Bores of all kinds, the attack of Charles's Blood Mixture is marvellous. Thousands of wonderful cures have been effected by it. Charles's Blood Mixture is sold everywhere, at 2s. 6d. per bottle. Beware of worthless imitations and imitations."

REUTERS' TELEGRAMS.

[Supplied to the "China Mail"]

LONDON, 16th February.

GREEN AND WHITE.

Three steamers with Greek troops on board sailed for Crete. The Crown Prince reviewed the troops previous to their departure.

The Greek reserves have been called out. Prince Nicholas of Greece, with a regiment of artillery, has gone to Thessaly.

The Greek Government, replying to the Powers, accepts the full responsibility of its action.

One hundred thousand Turkish reinforcements proceed to Macedonia.

The Powers are discussing a proposal of Russia for a mixed European occupation of Creta towns.

[Prince Nicholas mentioned in the above telegram is the third son of the King of Greece. He is only 25 years of age. His brother Prince George, three years his senior, commands the torpedo flotilla. He is an officer in the Danish Navy. It was Prince George who visited Hongkong with the present Czar of Russia in 1891.—E.N. G.M.]

WEATHER NOTICE.

The following notice is issued from the Observatory:—

On the 17th at 11.15 a.m. The barometer has risen over Japan, the low area having moved into the Pacific. Pressure has further increased on the China Coast with the high pressure area covering N. China. Gradients rather steep in the N. part of the China Sea. Forecast—fresh N. to N. E. winds; cloudy, misty. Increasing monsoon in the N. part of the China Sea.

HONGKONG RACES, 1897.

Stewards—His Excellency Sir William Robinson, K.C.M.G.; His Excellency Vice-Admiral Sir Alex. Ball, K.C.B.; His Excellency Major-General Wilson Black, C.B.; Commodore S. C. Holland, R.N., A.D.C.; Lieut.-Colonel The O'Garra, C.S.O.; The Hon. J. J. Bell-Irving; The Hon. C. P. Chater; A. Coxon, Esq.; D. Gillies, Esq.; R. M. Gray, Esq.; M. Grote, Esq.; C. F. Harton, Esq.; T. Jackson, Esq.; The Hon. F. H. May, C.M.G.; The Hon. T. H. Whitehead.

Clerk of Stables—C. F. Harton, Esq.

Starter—Hon. C. P. Chater.

2nd Starter—C. H. Ross, Esq.

Hon. Treasurer—A. Coutts, Esq.

Clerk of the Course—T. F. Hough, Esq.

FIRST DAY.—Wednesday, Feb. 17.

This annual race meeting was opened to-day in dull, overcast weather, which although somewhat cold for spectators could be reckoned excellent racing weather. There was a very large attendance of spectators, including H.E. Sir William Robinson, Governor, H.E. Major-General Black, and Admiral Sir Alex. Ball. The private stands above the new stables were largely patronised. These stands presented a very pretty appearance being decorated with flags and bunting, and each stand displaying their respective national and house flags. There was an exceptionally large attendance of ladies for an opening day, but the cold weather made it rather unpleasant for the spectators.

The course was in very fair condition and if anything inclined to be fast. The fields were as a rule small, more especially in the long distance events. Great interest was manifested in the Derby for which ten griffins entered and in which Red Fish was an easy winner.

The WONG-SHEUNG STAKES; a sweepstake of \$5 each with \$100 added; second pony to receive \$50; for China ponies; weight for inches as per scale; entrance \$5. Two miles.

Mr Drysdale's *Provost Marshall*, 11.1.1

Mr Boyd's *Congo*, (Mr Boyd), 11.1.2

Mr John Peel's *Boomerang* (Mr Master), 10.12.3

Mr Buxey's *White Lilac*, (Mr Reynell), 10.12.0

A very small field entered. A good start was effected soon after noon, with *Congo* leading. *Provost Marshall* was a hot favourite and down the hill quickly assumed the lead, which he maintained all the way round. The race was between *Congo* and *Boomerang* for second place. *Provost Marshall* won by a length, and half a length separated the second and third. Time—1 min. 1 sec.

The *ASPLEY CUP*; presented by D. R. Sassoon, Esq.; for China ponies; entrance fees to go to the winner; second pony to receive \$50; weight for inches as per scale; entrance \$5. One mile.

Messrs McKie and Gove's *Roitide*, (Mr Crawford), 11.1.1

Mr Arnold's *Streightforward*, (Mr Grayson), 10.9.2

Mr John Peel's *Zetis* (Mr Master), 11.1.3

Mr Gustav's *Competitor* (Mr Sampson), 10.12.0

Mr Boyd's *Dunblane*, (Mr Boyd), 11.1.0

Mr Buxey's *Chief*, (Mr Reynell), 11.1.0

Mr Drysdale's *Shiney Pillion*, (Mr Hunt), 11.1.0

Considerable difficulty was experienced in making a start owing to the restlessness of some of the ponies, and five false starts were made before they ultimately got away. On each occasion *Congo* went off at a gallop. *Streightforward* on several occasions did not baffle his name; *Competitor* and *Shiney Pillion* were very ready. *After* was a beautiful start, *Provost Marshall* won by a length, and half a length separated the second and third. Time—1 min. 1 sec.

Belvinger, Streightforward and Competitor leading abreast. At the plantation *Competitor* and *Dunblane* took the lead, followed closely by *Shiney Pillion*, who caught them up at the bend, and took first position going up the hill, with *Streightforward* second. At the rock *Shiney Pillion* went two lengths ahead. *Tocina* now came out, hard ridden by Master. At the village *Roitide* came out beautifully from the outside, and a capital race took place down the straight, *Roitide* ultimately winning by about three lengths. *Tocina* was punished severely and pulled up on *Streightforward*, but the distance was too short to pull up, and he had to be content with third place. Time—2 min. 9 sec.

The *MAIDEN STAKES*; value \$400; second pony to receive \$75; third, \$50; for China ponies; weight for inches as per scale; entrance \$10. Three-quarters of a mile.

Mr John Peel's *Silver Bell* (Mr Master), 10.9.1

Messrs McKie and Gove's *Glenmore*, (Mr Crawford), 11.1.2

Mr David's *Foeman* (Mr Grayson), 10.12.3

Mr Gustav's *Red Fire*, (Mr Sampson), 11.1.0

Mr Boback's *Singul*, (Mr Jones), 11.1.0

Mr Jay's *Sperber*, (Mr Hunt), 11.1.0

Mr Fowman's *The Tigress* (Mr Cox), 10.12.0

Mr Buxey's *Black Rock*, (Mr Reynell), 10.12.0

A good start was made, and *Red Fire* went off first, but *Silver Bell* almost immediately went to the front, and afterwards had the race to himself. *Singul* passed *Red Fire*, and the positions were unchanged all the way to the Black Rock, where *Silver Bell* who had been gradually increasing his lead went off about three lengths in front, and at the village fairly ran away from the others. Just before entering the straight *Glenmore* came out, followed closely by *Foeman* and *Singul*, and the race finished with *Silver Bell* four lengths ahead, and *Glenmore* half a length in front of *Foeman*. *Rogue* was fourth. Time—1 min. 34 sec.

The *VALLEY STAKES*; a sweepstake of \$5 each with \$500 added; first pony to receive \$20 per cent; second, 20 per cent; third, 10 per cent; for subscription griffins of this season, 1896-97; weight for inches as per scale. Three-quarters of a mile.

Messrs Stewart and Loveband's *Hastings*, (Mr Loveband), 11.1.4

Mr Medico's *Hermes* (Mr Reynell), 11.1.4

Mr Stern's *Life Guard*, (Mr Cox), 10.12.2

Messrs G. Stewart and Loveband's *Hastings*, (Mr Grayson), 10.12.0

Mr John Peel's *Cantor* (Mr Master), 10.12.0

Mr Gustav's *Chin-Chin*, (Mr Master), 10.12.0

Dr Noble's *Rumple* (Mr H. Buck), 11.1.0

Mr Tibbo's *Wagtail Joe*, (Mr Crawford), 10.9.0

Mr Sam's *Singflower* (Mr Penny), 10.12.0

The Neighbour's *Landsturm*, (Mr Jones), 11.1.0

A very bad start was made to a very straggling race, the racing taking place down the straight between *Hastings* and *Hermes*. The race ended in a dead heat between these two, with *Da Capo* third, two and a-half lengths behind. Time—1.38.

The *FOOTBALL STAKES*; a sweepstake of \$20 each with \$1,500 added; (half forfeit if declared on or before day of closing entries); for China ponies; *Red Fish* griffins on date of entry (Saturday, 14th January, 1897); first pony to receive 70 per cent; second, 20 per cent; third, 10 per cent; weight for inches as per scale. One mile and a half.

Mr John Peel's *Red Fish*, (Mr Master), 11.1.1

Mr Gustav's *Blue Fire*, (Mr Sampson), 11.1.2

Mr Trio's *Polo*, (Mr May), 10.12.3

Mr Boback's *Singul*, (Mr Jones), 10.9.0

Mr Buxey's *White Lilac*, (Mr Reynell), 11.1.0

Messrs McKie and Gove's *Glenmore*, (Mr Crawford), 10.9.0

Mr Boback's *Singul*, (Mr Boyd), 11.1.0

Mr Gustav's *Red Fire*, (Mr Hunt), 11.1.0

Mr John Peel's *Silver Bell*, (Mr Master), 10.9.0

Mr Newby's *Sunder*, (Mr Hart Buck), 11.1.0

Mr David's *Aspirant*, (Mr Cox), 10.12.0

It looked as if the red ribbon of the meeting was to be run off in wet weather, but the shower passed over before a start was effected. Ten entered, and a fairly good start was made, *Singul* leading with *Red Fish* and *Blue Fire* behind, all the others being in close order. They passed the Grand Stand for the first time all in a bunch with *Singul* in his original position. *Glenmore* and *Aspirant* soon came out of the pack, and *Red Fish* fell behind. Going towards the Rock whips were freely used the ponies being in close order. *Red Fish* took a long lead coming into the straight having about six lengths of an advantage. *Blue Fire* and *Polo* came away. *Red Fish* romped in an easy winner about six lengths ahead, with *Blue Fire* and *Polo* second and third, *Red Fish* fourth, and *Aspirant* fifth. Time—3 min. 10 sec.

The *LESTRANO CUP*; presented by the members of the Club Lustrano; second pony to receive half the entrance fees; for China ponies; weight for inches as per scale; previous winners at the meeting 7lbs. extra, subscription griffins of this season, 1896-97, allowed 7lbs.; entrance \$10. One mile and a quarter.

Mr Boyd's *Dunblane* (Mr H. Buck), 11.1.1

Mr John Peel's *Hastings*, (Mr Master), 11.1.2

Mr Buxey's *Sturpie* (Mr Reynell), 10.12.3

Mr Arnold's *Streightforward*, (Mr Grayson), 10.9.0

Mr Gustav's *Competitor*, (Mr Sampson), 10.12.0

Mr David's *Arthene* (Mr Cox), 10.12.0

This was a capital race. *Competitor* went off with a long lead, with the others together in a bunch. By the time the plantation was reached *Heatherbell* had reduced the lead to about a length, and going up the hill *Competitor* was passed easily. *Heatherbell* now had a lead of three lengths with *Dunblane* second, *Sturpie* third. Coming down the straight *Dunblane* came abreast of *Heatherbell* and a grand race home ensued, *Dunblane* winning by about half a length. Time—2 min. 43 sec.

The *COMRADES CUP*; presented; second pony to receive half the entrance fees; for subscription griffins of this season, 1896-97; weight for inches as per scale; winner of Valley stakes 5 lbs. extra; entrance \$5. One mile.

Messrs McKie and Gove's *Glenmore*, (Mr Crawford), 11.1.1

Mr Buxey's *Sturpie*, (Mr Reynell), 11.1.2

Messrs Stewart and Loveband's *Hastings*, (Mr Loveband), 11.1.3

Mr Rameses's *Glenmore*, (Mr Hunt), 10.12.0

Mr David's *Aspirant*, (Mr Cox), 11.1.0

Mr Wayfoong's *Glenmore*, (Mr Jones), 11.1.0

Mr Tibbo's *Sturpie*, (Mr Grey), 10.12.0

Mr Molloy's *Hermes*, (Mr Penny), 11.1.0

The start was effected, with *Sturpie* leading, and *Hermes* and *Dunblane* following. Going towards the Bridge *Dunblane* went abreast of *Sturpie* with *Hermes* third and *Sturpie* fourth. *Dunblane* pressed hard to take leading position and succeeded in going to the front at the Black Rock. At the village the placed ponies came away. *Glenmore* with a long lead and finishing with a lead of about five lengths. *Sturpie* second, *Hastings* third. Time—2 min. 11 sec.

The *HONGKONG CUP*; presented; second pony to receive half the entrance fees; for China ponies; weight for inches as per scale; entrance \$15. One mile and a half.

Mr J. Peel's *Pineapple*, (Mr Master), 10.9.1

Mr Buxey's *Black Rock*, (Mr Reynell), 11.1.2

Mr Treason's *Kilroy*, (Mr Cox), 11.1.3

Mr Lynton's *Slender*, (Mr Jones), 10.9.0

Mr Boyd's *Every Aukins* (Owner), 11.1.0

Kilroy was leading at the start, followed by *Pineapple*. On passing the Grand Stand for the first time the order was *Kilroy*, *Pineapple*, *Black Eagle*, *Every Aukins*, and *Slender*. They raced in this procession order till the hill was reached when *Pineapple* took a slight lead. On nearing the village it was seen the race lay between *Pineapple* and *Black Eagle*. These two ponies were severely punished coming down the straight. *Pineapple* won by about two and a-half lengths in front of *Black Eagle*, *Kilroy* third. Time—3 min. 17 sec.

The *ENCOURAGEMENT STAKES*; a sweepstake of \$5 each with \$100 added; for subscription griffins of this season, 1896-97; first pony to receive 70 per cent; second, 20 per cent; third, 10 per cent; previous winner excluded; weight for inches as per scale. One round.

Mr Buxey's *Sturpie* (Mr Reynell), 10.12.1

Mr Stern's *Life Guard* (Mr Cox), 10.12.2

Mr Tibbo's *Wagtail Joe* (Mr Jones), 10.9.0

Mr Sam's *Singflower* (Mr Penny), 10.12.0

Mr Quintet's *Query*, (Mr Gedge), 11.1.0

Mr J. Peel's *Pineapple*, (Mr Master), 10.12.0

Mr Walter's *Little Owl*, (Mr Crawford), 11.1.0

Mr Wayfoong's *Glenmore*, (Mr Anderson), 11.1.0

Messrs G. Stewart and Loveband's *Hastings*, (Mr Loveband), 11.1.0

Mr Montrose's *Montblanc*, (Mr Grayson), 10.12.0

An easy win for *Sturpie* by five lengths of *Dunblane*, *Crozier* third. Time—1 min. 59 sec.

According to the *Japan Herald*, negotiations were alleged to be on foot between Mr Lowder and Mr Seidmore for the payment of a sum of money by way of compensation for Miss Jacob's injuries in person and in character by her arrest on the charge of murdering Mr Carey; \$5,000 was the sum stated to have been offered, but refused as inadequate.

From a father to his son to school in answer to a letter asking for an increase of pocket-money.

My dear Joseph, Your letter asking for an augmentation of your pecuniary stipend has been received, together with a communication from your governor, relative to your demeanour at the seminary. Permit me to say, that should I ever again peruse an epistle similar to either of these, you may confidently anticipate, on your return to my domicile, an exertion of the cut-throat which will adhere to your memory for a term of years.

"TOMMY," said the teacher, "what is meant by 'nutritious food'?" "Something to eat that ain't got no taste to it," replied Tommy.

Up-to-date Buzler (turning his X ray lantern on his victim)—In addition to a watch you have in your pocket 213 marks in gold and silver. Out with it, or I'll shoot.

"What sent that dog away howling as I asked the 'pompom'?" "Oh, said the portwine, 'he was rovin' around for information and I kindly supplied him with a few points'."

"Old Murphy was killed last night by a dog drop." "Must have been a heavy one." "About 400 tons." "Rate!" "You see, he was standing under the tree and a freight train ran off the track and dropped on him." "But how about the dog?" "Why, the train was due."

ROYAL HONGKONG YACHT CLUB.

22ND CLUB RACE.

This race was sailed in a strong easterly wind and rough sea.

Course—From the Police Pier, Kowloon, round the Kowloon Rock, Channel Rocks, and mark-buoys off Pier (all to starboard), twice round; 13 miles.

The following boats started—

FIRST CLASS.

Phoebe, Hon. F. H. May.

Active, Mr H. E. Pollock.

Maid Marian, Mr H. Hastings.

Erica, Mr A. Denison.

Chanticleer, Mr C. A. Tomes.

Meteor, Mr T. Lammert.

Sybil, Officers, R.E.

SECOND CLASS.

Ladybird, Mr C. D. Wilkinson.

She, Mr E. M. Hazeland.

Dart, Dr Clark.

Payne, R. E. Officers.

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.
THE PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER BOMBAY.
FROM BOMBAY AND STRAITS.
CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharves and Godowns COMPANY'S Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.
Goods not cleared by the 19th Instant, at 4 p.m., will be subject to rent.
No Fire Insurance will be effected by me in any case whatsoever.
All Damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here after which no Claims will be recognised.
H. A. RITCHIE,
Superintendent.
Hongkong, February 13, 1897. 315

Intimations.

PEAK HOTEL.

OPEN ALL THE YEAR ROUND.
THIS Commodious and Well-appointed HOTEL, situated at a height of 1,250 feet above sea-level, has just been thoroughly re-decorated, renovated and re-furnished, and a NEW WING has been built, which commands magnificent Views of the Harbour and mainland of China.
For further Particulars, apply to
THE MANAGER,
New Victoria Hotel.
Hongkong, November 24, 1896. 725

NEW VICTORIA HOTEL.

ROTISSERIE.

Mets a la Carte.
CHOPS, STRAITS, etc., etc., at any time, between 7.30 a.m. and 11.30 p.m.
Monthly Boarders at Moderate Rates.
Madar & Farmer,
Proprietors.
Hongkong, September 3, 1896. 1786

THOMAS'S GRILL ROOM.

THIS Establishment has undergone extensive alterations. THE DINING ROOM being now upstairs, and a Large BILLIARD ROOM (having Two New Brunswick and Warr's Tables) being added to the Hotel.
A French Chef having been engaged the Cuisine will be second to none.
Entrances:—Ice House Lane, Queen's Road, and Duddell Street.
FREDERICK BISHOP,
Manager.
THOMAS'S GRILL ROOM.
1893

WINDSOE HOTEL, HONGKONG.

THIS Establishment, situated in the elegant Building known as 'CORNAUGHT HOUSE,' offers First-Class Accommodation to Residents and Travellers.
Passenger Elevator, from Entrance Hall to each Floor, in charge of experienced Attendants.
Favourable Arrangements made for Families and for Monthly or Extended Periods.
P. BOHM,
Proprietor and Manager.
Hongkong, November 24, 1894. 1907

KELLY & WALSH, LTD.

FOR THE RACES.
CIGARETTES.—
SWIFT CAPORALS—boxes of 500.
THREE CASTLES—Tins of 50.
BRISTOL BIRD'S EYE—Tins of 50.
CAPTAIN NAVY CUT—Tins of 50.
TOBACCOS.—
PRINCE BRAND— $\frac{1}{2}$ lb. Tins.
CAPTAIN NAVY CUT—Mild, Medium or Full Strength— $\frac{1}{2}$ lb. Tins.
WINDS' BRISTOL BIRD'S EYE— $\frac{1}{2}$ and $\frac{1}{4}$ lb. Tins.
WILLIE THREE CASTLES— $\frac{1}{2}$ and $\frac{1}{4}$ lb. Tins.
FLAHER'S NAVY CUT— $\frac{1}{2}$ and $\frac{1}{4}$ lb. Tins.
CIGARS.—
A well Seasoned Assortment of the Choicest brands of Manila CIGARS.
KELLY & WALSH, LIMITED.
Hongkong, February 13, 1897. 317

WASHING BOOKS.

WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office.—Price, \$1 each.
CHINA MAIL OFFICE.

GRIMAUD'S SYRUP.

HYPO-PHOSPHITE OF LIME

FOR DISEASES OF THE CHEST

All suffering from Catarrh, Consumption, Obsolete Coughs or Colds and those affected with diseases of the Chest, Lungs and Bronchial Tubes, should take
GRIMAUD'S SYRUP OF HYPO-PHOSPHITE OF LIME
Prescribed by the leading medical authorities in all countries for the last twenty-five years with the greatest success, it continues to retain its reputation where all other medicines have failed.
Grimaud's Syrup immediately arrests the Cough, Spitting of blood and Night sweats, and the Appetite improves rapidly—a fact soon demonstrated by an increase of weight and healthy appearance.
Grimaud's Syrup has a rose colour, and is sold in neat oval bottles. Beware of imitations.
GRIMAUD & Co., Paris, sold by all Chemists.
For Sale by H. A. RITCHIE & Co., Chemists.

Shipping.

Steamers.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SEATTLE, WASHINGTON, VIA MOJI, KOBÉ, YOKOHAMA AND HONOLULU.

The Co.'s Steamship *Albatross*, Capt. ROBERT, will be despatched for the above Ports on THURSDAY, the 18th Instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAFRAK & Co., General Managers.

Hongkong, February 15, 1897. 335

NIPPON YUSEN KAISHA.

TRANS-PACIFIC LINE.

MONTHLY SERVICE.

FOR SEATTLE, WASHINGTON, VIA MOJI, KOBÉ, YOKOHAMA AND HONOLULU.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the UNITED STATES, CANADA, and EUROPE, in connection with the Great Northern Railway and Atlantic Steamers.

The Co.'s Steamship *Albatross*, Capt. ROBERT, will be despatched as above on THURSDAY, the 18th Instant, at Noon.

Consular Invoices of Goods for United States Ports must be in Quadruplicate, and one Copy should be mailed to the care of the Freight Agent, Great Northern Railway, Seattle, Wash., by the same steamer.

For further particulars as to Freight or Passage apply to

NIPPON YUSEN KAISHA.

Hongkong, February 13, 1897. 338

MOGUL LINE OF STEAMERS.

FOR SHANGHAI, KOBÉ AND YOKOHAMA.

The Steamship *Sikh*, Capt. ROWLEY, will be despatched as above on THURSDAY, the 18th Instant.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, February 11, 1897. 300

CHINA NAVIGATION COMPANY, LIMITED.

FOR FOCHOW.

The Co.'s Steamship *Kofun*, Capt. J. G. CHANGHAR, will be despatched as above on FRIDAY, the 19th Instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, February 15, 1897. 339

FOR SINGAPORE, PENANG AND CALCUTTA.

The Steamship *Lightning*, Capt. J. G. SPENCER, will be despatched for the above Ports on SATURDAY, the 20th Instant, at 8 p.m.

For Freight or Passage, apply to DAYID SASSOON, SONS & Co., Agents.

Hongkong, February 13, 1897. 319

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, SAMARANG AND SOERABAYA.

The Co.'s Steamship *Poussang*, Capt. N. MONTEUR, will be despatched as above on SATURDAY, the 20th Instant, at 3 p.m.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, February 16, 1897. 341

FOR SINGAPORE, HAYRE AND HAMBURG.

(Calling at NAPLES for landing Passengers if sufficient inducement offers.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL AND BREMEN.)

The Steamship *Nobe*, Capt. E. G. PFAFF, will be despatched for the above Ports on SATURDAY, the 20th Instant, at 5 p.m.

This Steamer has superior Accommodation for First and Second Class Passengers, and carries a Doctor and a Stewardess.

For Freight or Passage, apply to SIRMESSEN & Co., Agents.

Hongkong, February 12, 1897. 360

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

The Co.'s Steamship *Kuei-ang*, Capt. OUTRAMPES, will be despatched as above on THURSDAY, the 20th Instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, February 15, 1897. 228

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON, VIA STRAITS AND USUAL PORTS OF CALL.

(Taking Cargo at through rates for GLASGOW, LIVERPOOL, CONTINENTAL PORTS, RIVER PLATE, &c.)

The Co.'s Steamship *Ningchow*, H. WILKS JONES, Commander, will be despatched as above on or about the 6th March, 1897.

For Freight, etc., apply to HOLLIDAY, WISE & Co., Agents.

Hongkong, February 10, 1897. 698

Shipping.

Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY & MELBOURNE.

The Co.'s Steamship *Chingki*, Capt. INNES, will be despatched on FRIDAY, the 19th Instant, at Daylight.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage. A duly-qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, February 15, 1897. 194

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY, (UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.)

STEAM TO SHANGHAI & KOBÉ.

The Co.'s Steamship *Maria Felicitas*, Capt. A. FALTER, will be despatched for the above Ports on or about February 22nd.

For Freight or Passage, apply to SANDER & Co., Agents.

Hongkong, February 16, 1897. 342

FOR NEW YORK VIA SUEZ CANAL.

The Steamship *Enrica*, will be despatched for the above Ports on or about THURSDAY, the 18th Instant, 1897.

S. S. Stratheden, to sail about 7th March, 1897.

S. S. Macduff, to sail about 22nd March, 1897.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, February 13, 1897. 329

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Co.'s Steamship *Prometheus*, Capt. DAY, will be despatched as above on MONDAY, the 1st March.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, February 12, 1897. 311

Sailing Vessels.

FOR SAN FRANCISCO.

The American Barque *Coloma*, Capt. NORRIS, will load here for the above Port, and will have quick despatch.

For Freight, apply to SHEWAN, TOMES & Co.

Hongkong, February 10, 1897. 294

FOR SAN FRANCISCO.

The British Barque *Sumbawa*, Capt. REBERG, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to SHEWAN, TOMES & Co.

Hongkong, December 7, 1896. 2471

FOR SAN FRANCISCO.

The 100 $\frac{1}{2}$ T. British ship *Falls of Dee*, Capt. LOCK, Master, is shortly expected, and will load here for the above Port and will have quick despatch.

For Freight, apply to SHEWAN, TOMES & Co.

Hongkong, February 4, 1897. 243

Intimations.

COMPAGNIE DES MESSAGERIES MARITIMES.

THE COMPANY'S STEAMERS hitherto calling at BOMBAY on their way Home will CEASE calling there until further Notice.

G. DE CHAMPEAUX, Agent.

Hongkong, February 10, 1897. 284

SAILOR'S HOME.

ANY Out-of-Country Books, or Papers will be thankfully received at the Sailor's Home, West Point.

Address: Care of SUPERINTENDENT.

JUST PUBLISHED.—Price, 50 Cents.

MISSION STRANGERS.

History of the Churches of India, Burmah, Siam, China, Japan, &c., &c.

Translated by E. R. PARKER, Esq., H.B.M.'s Consul Service.

To be had of Messrs. LANE, Crawford & Co., Messrs. KELLY & WALSH (Ld.), and Mr. W. BRAWNE; and at the China Mail Office.

FOR SALE.

A COMPLETE REPRINT, in Pamphlet Form, of the proceedings in the case of REGINA V. PITMAN, containing the whole of the Proceedings at the Police Court, full report of the trial in Criminal Session, with commented Correspondence and comments of the Press.

To which is now added a Report of the case of PITMAN V. KESWICK and others.

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FAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS.

ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea and Yokohama).....

Cochin (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and H'ulu).....

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and H'ulu).....

WEDNESDAY, Feb. 24, at daylight.

SATURDAY, March 13, at noon.

THURSDAY, April 1, at noon.

THE Steamship *COPTIC* will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA AND YOKOHAMA, on WEDNESDAY, the 24th Feb., at Daylight.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passengers Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All parcels should be marked to address in full, and same will be received at the Company's Office until 6 p.m. the day previous to sailing.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, February 9 1897. 237

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Rio Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea and Yokohama).....

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea and Yokohama).....

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea and Yokohama).....

TUESDAY, March 2, at noon.

TUESDAY, March 23, at noon.

TUESDAY, April 13, at noon.

THE U.S. Mail S.S. *CITY OF RIO DE JANEIRO* will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA, HONOLULU, on TUESDAY, the 2nd March, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passengers Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER & PACIFIC, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders FOR OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER & PACIFIC, and NORTHERN PACIFIC RAILWAYS, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and European Ports, and to other points, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 5 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, February 10, 1897. 230

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS; ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND CARGO.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

Prussia..... Tuesday..... March 2.

Sachsen..... Tuesday..... March 30.

Bayern..... Tuesday..... April 27.

Prinz Heinrich..... Tuesday..... May 26.

ON TUESDAY, the 2nd day of March, 1897, at 9 a.m., the Company's S.S. *PREUSSEN*, Captain P. WILHELM, with PASSENGERS, FREIGHT, and CARGO, will leave this port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on SATURDAY, the 27th Instant, and Bills of Lading will be received on board until 5 p.m. on MONDAY, the 1st March, and Parcels will be received at the Agency's Office until Noon, on MONDAY, the 1st March. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

For further Particulars, apply to MITCHELL & Co., Agents.

Hongkong, February 9, 1897. 239

Mails.

NORTHERN PACIFIC STEAMSHIP AND RAILWAY COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the Pacific Coast and to the Interior and Eastern Cities of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON, \$400.

Intimations.

FOR THE RACES.

G. FALCONER & Co. have just received several handsome

STERLING SILVER CUPS, CLARET JUGS & PLATE,

SUITABLE FOR RACE PRIZES,
Also

HIGH-CLASS GOLD AND SILVER STOP WATCHES.

Agents for Ross's Famous London-made Field-glasses, Bino-
culars and Telescopes.

ARE YOU LOSING FLESH?

This is one of the very first steps of disease. It is a warning note. You cannot afford to grow thin. Flesh is strength. If you lose it your blood becomes depleted, and Consumption, Scrofula, Anæmia, or some other wasting disease will follow.

Scott's Emulsion

is a palatable nourishment that assists in forming healthy flesh. It enriches the blood, and overcomes the weak, emaciated tendencies which loss of flesh denotes. It gives vitality. Sold by all Chemists.

Sole Agents for Hongkong and the Empire of China: WATKINS & Co., Hongkong.

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Coast Port Orders receive careful attention.

this showed wonderful manoeuvring pow-
ers for a ship over 5000 tons. Indeed,
Capt. W. H. Fawkes, who has been in
command, is high in his praise of the qual-
ities of the vessel. Full power was quick-
ly realized. With the ship moving how-
ever slowly, 30 or 40 minutes suffices for
full power to be reached. In the first
four hours' trial the full power three runs
were made—twice against the wind and
once with it—over the measured course of
32 knots. One of them was made to a
speed of 22.87 knots; but the mean was
greatly reduced by the last run, owing to
an increase in the force of the wind. In
the earlier runs the wind velocity was equal
to the speed of the ship; the smoke travelled
almost in advance. The power was easily
got; the mean for the four hours was 26,572
horse-power, and the mean speed was
22.41 knots. At times steam was blowing
off; and for a considerable period 26,470
horse-power was indicated, so that the ves-
sel would be well able to make a rush
in action. The mean speed attained is
rather better than that got with the
Powerful; but the propellers are
different, so that progressive speed
re-ials are to be made to test the re-
sults. The 22,000 indicated
horse-power trial was equally satisfactory.
The mean revolutions were 108.8, and the
power 26,282 indicated horse-power. The
Powerful, alike in the Powerful and the Ter-
rible, is equal to nearly 21 indicated horse-
power per ton in the boiler-room, and in
the engine, under natural draught conditions.
In the ship has been exceeded with forced
draught, and this has never been found to give
satisfactory results in service. Recent tests
however, have only given about 17 indicated
horse-power per ton. Thus, it is com-
mended that for the same speed, ordinary
boilers for the Terrible and
Powerful would have necessitated an in-
crease of about 500 tons to the weight.
Mr William White and Mr A. J. Durston
are to be congratulated, the former on the
new record of speed, and the latter on the
performance afforded, both by the Terrible
and the Powerful, of his prognostic belief
that the ship has made such a record speed
more easily realised.—Standard.

Hongkong Tides.

The Tide table given below has been
compiled by the National Almanac Office in
London from the results of the analysis of
observations taken by means of an automa-
tic tide recording machine in the Water-
Police Basin at Tsim Sha Tsui during the
year 1897-8.

The core of the table is Low Water: Or-
inary Spring Tides, which has been found
to be 2 feet below mean sea level.

To obtain the depth of water on the tide
at the Victoria Naval Yard add 5 ft.
to, and on the gauge at Lamont Dock,
Victoria, add 12 ft. 9 in. to the height
given in the table.

HIGH WATER.				LOW WATER.			
Day	Month	Time	Height.	Day	Month	Time	Height.
18	Feb	10 10	9.9	1	Mar	6 17	9.1
19	Feb	10 28	9.9	2	Mar	6 43	9.1
20	Feb	11 14	9.9	3	Mar	7 10	9.1
21	Feb	11 59	9.9	4	Mar	7 36	9.1
22	Feb	12 44	9.9	5	Mar	8 02	9.1
23	Feb	1 29	9.9	6	Mar	8 28	9.1
24	Feb	2 14	9.9	7	Mar	8 54	9.1

A WONDERFUL MEDICINE.

BEECHAM'S PILLS

are universally admitted to be
Worth Guinness a Box
FOR ALL YOUR NEURALGIC
DISORDERS.

Stomachic. Loss of Appetite.
Scurvy and Scrofula on the Skin.
Disturbed Sleep. &c.
or remedy of all eye-failures are invaluable.

The 1/6d. boxes contain 10 Pills.
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